

## NEW YORK HERALD

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BELMONT \$264,000 for Tracery—the highest price ever paid for a thoroughbred stallion—and readily met the price of \$150,000 asked by C. BOWEN ISMAEL after Craganour's Derby. Botafogo himself was bought by Señores BENITO VILLANUEVA and MARTINEZ DE HOS for \$225,000 gold at the close of his racing career.

## Hylanesque.

In his effort to counteract the effect of Governor MILLER's speech on the State's duty in the matter of the city's transit situation Mayor HYLAN resorts to all his old ways of abusing the Governor. One of these is the statement that Mr. MILLER was once the attorney of the Brooklyn Rapid Transit Company.

What is the evil in that, assuming its truth? Mr. HYLAN himself was once the attorney for the Black Diamond Automobile Company. If that corporation were still alive and looking for city business would the Mayor be suspected of favoring it? No, only by the meanest minds.

It is doubtful, however, whether the Governor cares what the Mayor says so long as the city gets better transportation service. In the same speech in which he breathed fire at the Governor Mr. HYLAN as much as promised that the Board of Estimate would act soon on the Fourteenth street subway contracts. It sounded like a man who is yielding to the inevitable.

Governor MILLER made it plain to the people of New York that the State, through the Transit Commission, is doing its best to right the transportation wrongs and that it will not patiently endure obstruction from politicians or public service corporations.

The straphangers do not care how badly the Governor has wounded the Mayor's vanity. They will be delighted, though, if the Governor's plain talk stirs the Board of Estimate to action.

## Time for Action in Ireland.

Generally speaking, a strike is a poor weapon to use against disorder; it is likely to add fuel to the fire. But the one day strike threatened by the Irish trades unions as a means of bringing the Provisional Government of the Irish Free State to a full sense of its responsibilities is at least a good indication of the Irish attitude toward the lamentable condition of affairs in the island.

The labor manifesto demands that the military be brought to recognize civil authority. In other words, the administration of COLLINS and GARRETT must put down the insurrection that exists or confess itself unable to govern. The negotiations now under way between the Free State leaders and the De Valera group are unlikely to end in the guerrilla warfare which besets Dublin.

The wild young men who are saying with their guns that they will have a republic or nothing would probably repudiate any agreement made by DE VALERA in the way of peace.

The hesitation of COLLINS to use drastic methods toward the rebels is naturally attributed to his disinclination to have them regarded as martyrs. But as the rebels are murdering citizens—citizens of the Free State which the Collins Government has been commissioned to maintain and protect—it is about time that they were recognized and treated as outlaws, not as patriots.

## Contrasts in City Hall Park.

Now that "Civic Virtue" is on its pedestal in City Hall Park the public has its chance to form its own opinion of the MacMonnies marble. If it thinks the hero's face too reminiscent of the football player of the '90s, if it finds the bobbed hair or the bony form of the sirens distasteful, if it fears the work too large for its surroundings, then let the Art Commission hear the verdict of the Six Million.

At any rate, the people should go and see. And if the big white fellow on the fountain does not fill their mind's eye then they have only to turn around and find solace in another work of Mr. MACMONNIES, executed thirty years ago. In all the world of sculpture there could be no greater contrast than that between "Civic Virtue" and the bronze likeness of NATHAN HALE. One is huge, white, well fed and somewhat vacant of expression. The other is small, dark, lean and burning with the fire of the patriot.

It is worth while putting "Civic Virtue" up in the Park if it serves no other purpose than to bring New Yorkers to a spot where they must see the appealing figure of HALE.

## The Tragedy of Monastir.

The explosion at Monastir, in western Serbia near the frontiers of Albania and Greece, of 400 carloads of ammunition belonging to the former allied armies in the Near East is one of the greatest catastrophes of the kind which the world has ever known. This beautiful Balkan town appears to have had little else than tragedy in its strange, eventful history, and its inhabitants in the face of this last disaster might well be inclined to agree with one of its historians that Monastir from its founding some twenty centuries ago seems to have been chosen for a tragic destiny.

Monastir, the Heraclia Lyncestis of the Roman Empire, was the most important commercial and strategic point between the Adriatic and Salonica on the Via Egnata, the great highway connecting the Eastern and Western empires. Roman factions fought over it and one would de-

stroy it, another rebuild it. Later it was besieged and captured by Albanians, Greeks and Bulgars, and served all in turn as a capital. Near by at Ochrida CAR SAMUEL, in the tenth century proclaimed the Bulgarian Empire, and through Monastir straggled back home SAMUEL'S 15,000 soldiers, blinded by order of the Byzantine ruler Basil II.

The Turks after a long siege captured it and, partly destroying it, built upon its old foundations a new town with Turkish palaces, great administration buildings, barracks and a hundred splendid mosques. Monastir in the last century was the center of the long racial and religious strife in Macedonia. The Serbs finally won it in the Balkan war and transformed it into a Serbian defense. No place in the Balkans was so hard fought over in the world war as Monastir, and when the Bulgars with King FERDINAND at their head marched into the captured stronghold they found a silent, devastated city.

The inhabitants had scarcely begun to remove the scars of wars and fires when they were confronted with this week's disaster. Hundreds, according to the report, were killed and more than half of the inhabitants are shelterless owing to the destruction of their homes. If this town of tragedies is to be rebuilt it would seem that Europe must help in the work of reconstruction. Who was to blame for the disaster is not yet clear; perhaps the responsibility will never be determined. But the placing of such an immense stock of high explosives in a position which imperiled a whole town full of people is certainly an offense against humanity which should not pass without an investigation.

With CARUSO gone, New York has its first full season of grand opera—the season of five months at the Metropolitan which will close this evening. CARUSO was supreme. New York had come to look upon him as indispensable to grand opera. Yet lacking CARUSO the opera season has been a success.

With GATTI-CASAZZA at the helm opera went on. New talent was engaged and New York had a strikingly successful season.

The Metropolitan Opera House held uniformly large audiences. It may be found on investigation that the patronage this year has been greater than ever before in its history.

The company has been strengthened by the engagement of GALLI-CURCI and TITTA RUFFO. JERITZA proved a greater favorite than anybody had reason to foresee and CHALAPIN drew immense audiences. These newcomers added their power to the strength of the familiar company, and the 1921-1922 season goes down in the operatic history of New York as one of its most successful.

Studying Foreign Soils.

Results of the visit to European countries of Dr. CURTIS F. MARRUT of the United States Department of Agriculture, who goes abroad to make a study of soil conditions, will be awaited with interest.

One of the purposes of his trip is to learn whether there is any marked difference between the soils of the great wheat growing districts of Russia and Rumania and the land of our own Northwestern States, chiefly the Dakotas. Parts of Germany, France, Poland and southern England have been likened to parts of Maryland, Pennsylvania and Ohio in the matter of soil and crop production. Dr. MARRUT will make an analysis of the foreign conditions and report on the results achieved by agriculturists in the districts he visits.

His researches will embrace Italy and Greece, where crops have been grown continuously for two thousand years on land that is rarely if ever fertilized and has been without the benefit of much live stock farming. The famous English experiment station at Rothamstead, where as much as forty bushels of wheat to the acre is reported as having been produced, will also be visited.

The American commissioner will have an opportunity to compare notes on soil fertility with the best of the foreign experts at a convention in Prague. When that is concluded samples of soil from every country in Europe will be obtained in the hope that a correlation may be established in soil work with foreign nations. It is planned to arrange for the adoption of a common terminology in describing soils and soil problems.

Trusting citizens of Oklahoma have caused the arrest of three men who offered to sell dollar bills for twelve and one-half cents each but after collecting the agreed price did not deliver the goods. It is difficult to say which is more striking, the audacity of the swindlers or the innocence of their victims.

Sixty-eight men have gone to Russia from the United States to establish a workers' colony. In which, they hope 500 other men from this country will eventually join them, where a living will be guaranteed to the industrious but wages will be unknown. The Soviet Government will take half the commodities they produce, the other half will be theirs to do with as they please. In its cooperative features the enterprise resembles a number which have been tried in America without success. Perhaps in Russia the scheme will turn out better.

Rain Song.

Hark to the rain!  
Hark! Hark!  
A lyric strain  
Across the dawn and the dark  
Bringing us joy again!

Even now  
We may behold  
The burgeoned bough  
With its soft green and gold;  
From this glad hour  
Will leap the buoyant flower,  
And ardent thrills  
Will quicken the depths of the dale and the heart of the hills.

Rain! rain!  
O but our souls are rain!  
Man and the rest,  
The root, the seed,  
All  
Confess the thrill—  
Fallow and mead,  
Peak path, pine path, plain—  
Thrill of the rain!

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## Our Great Coal Problem.

Too Many Mines and Too Many Miners One of the Factors.

To THE NEW YORK HERALD: I have read with much interest indeed your editorial article of April 7 on "Our Great Coal Problem."

There is one factor in the situation which the public does not seem properly to appreciate, and that is that the coal business, as many others in this country, is overbuilt. We have too many mines and too many miners for the present coal trade.

This is not merely an incident to the expansion in war time, but so far as bituminous mining is concerned is chronic. The system of collective bargaining in the central competitive States was built up as an offset and with a view of introducing a certain amount of equalization of competition and a regularization of the industry, since under the Sherman anti-trust act it was impossible for the operators to protect themselves.

The industry will not be on a sound economic basis until some means are adopted to require the showing of a public need before additional mines may be opened in any district. This could be done through the Interstate Commerce Commission, which has jurisdiction over the allowing of railroad connections and the allotment of all cars.

It is very doubtful, however, if public opinion will sustain any such restrictive measures. H. FORTNER BAIN, Director Bureau of Mines, Department of the Interior.

WASHINGTON, April 21.

## Affairs in Alaska.

The Situation Called Typical of the Processes of Bureaucracy.

To THE NEW YORK HERALD: I note the completion of a railroad in Alaska 467 miles long, costing \$78,000 a mile. Also that the total white population of Alaska is about that of White Plains, N. Y., or Bloomfield, N. J., and steadily decreasing. After scandalous accusations against the former prospectors and pioneers who would exploit the Territory, it is the result.

It has been stated that the only coal mines on the Pacific coast would be opened up by this railroad. Capitalizing the new railroad at the above stated cost, what would the price of coal have to be to pay 6 per cent. on the cost of the road? And how many tons could be mined yearly?

And is the statement as to the value of the coal a true one? And is it not the fact that the navy, in whose behalf this money was spent, is abandoning the use of coal in favor of oil?

And is it not Gifford Pinchot, now campaigning for Governor of Pennsylvania, who is responsible for the whole situation, the throttling of the future of the Territory ten years or so ago?

Is there a more perfect example of bureaucracy in the whole departmental history of this Government—unless it is the money wasted on so-called irrigation in the arid districts?